

AGENDA ITEM NO 17

REPORT NO 259/24

ANGUS COUNCIL

POLICY AND RESOURCES COMMITTEE– 3 SEPTEMBER 2024

ROAD SAFETY IMPROVEMENT FUND 2024/25

REPORT BY GRAEME DAILLY, DIRECTOR OF INFRASTRUCTURE AND ENVIRONMENT

ABSTRACT

This report seeks approval to accept funding from Transport Scotland under their Road Safety Improvement Fund for 2024/25.

1. RECOMMENDATIONS

It is recommended that the Committee agrees to accept the funding offer from Transport Scotland as set out in this Report, delegating authority to the Director of Infrastructure & Environment to execute and deliver any necessary acceptance documents, following consultation with the Director of Finance and the Director of Legal, Governance and Change.

2. ALIGNMENT TO THE COUNCIL PLAN

This report contributes to the following priorities contained within the Council Plan:

Caring for Place:

- Maintain our roads, pavements, lighting, and other infrastructure efficiently and focus our resources on our priority routes and infrastructure.

Efficient and effective:

- Deliver our statutory obligations and core functions, tailored to suit our available resources and making best use of our data/performance information

3. BACKGROUND

- 3.1 The Road safety Improvement Fund is a capital grant from Transport Scotland, established in 2023, with allocations provided on an annual basis. The allocation for 2024/25 is £251,343. For comparison the 2023/24 allocation was £243,333.
- 3.2 The key objectives of the Road safety Improvement Fund are to help local authorities meet the 2030 road casualty reduction targets and deliver the national Safe System (the five pillars of the Safe System are: Safe Road Use; Safe Vehicles; Safe Speeds; Safe Roads and Roadsides; and Post-crash Response) across their road networks through a targeted approach. This will help deliver on the five outcomes and 12 Strategic Actions of the Road safety Framework to 2030.
- 3.3 The design and delivery of project(s) should be focused on the five components of the Safe System (Safe Speeds, Safe Road Use, Safe Roads and Roadsides, Safe Vehicles, and Post-Crash Response). This includes safety aspects of the road, its surrounding environment and education of road users.

4. CURRENT POSITION

- 4.1 A programme of works was undertaken in 2023/24 to reduce the number and severity of road traffic accidents at 5 identified accident cluster sites, which were located at separate locations throughout Angus. The accident cluster sites were identified through our Accident Investigation and Prevent (AIP) Programme for the data period 2019 to 2021. A summary of the projects undertaken during 2023/24 is attached to this report (see **Appendix 1**).

5. PROPOSALS

- 5.1 An analysis of the accident cluster sites for 2020 to 2022 and 2021 to 2023 has not identified any additional locations where carriageway resurfacing works can be undertaken. It is therefore proposed that officers prepare a programme of works that prioritises locations where road traffic accidents have occurred and road surveys have shown that the wet skid resistance of the road surface falls below recommended levels, with particular attention given to bends and on the approach to junctions.
- 5.2 One of the leading causes of serious accidents and injuries for road users is the risk of skidding. Ensuring adequate skid resistance on our road surfaces can ultimately reduce incidents of skid related accidents occurring and aid in keeping road users safe.
- 5.3 As the projects on the Road Safety Improvement Fund are developed, further details will be provided to members in the relevant ward(s), shared with community councils and publicised in advance of physical works commencing. Any major projects would also be subject to reporting to committee as appropriate.
- 5.4 A grant offer towards these works of up to £251,343 has been received from Transport Scotland for the period of 2024 – 2025. It is recommended that the grant offer is accepted to allow a contract for works to be completed by the end of March 2025.

6. FINANCIAL IMPLICATIONS

- 6.1 The capital grant allocation for 2024/25 is £251,343. The overall programme of projects will be contained within this allocation.
- 6.2 The grant offer by Transport Scotland is a maximum offer of funding available. Should the contract costs exceed the available budget, the project will be redesigned to reduce overall costs to the available budget.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 An Equality Impact Assessment has been completed for this report – see **Appendix 2**.
- 7.2 The Assessment concludes that there are either neutral or positive impact on protected characteristic groups for the proposals contained in this report.

8. CONSULTATION

- 8.1 The Directors of Finance and Legal, Governance and Change were consulted in the preparation of this report.

NOTE: No background papers, as detailed by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to a material extent in preparing the above report.

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List of Appendices: **Appendix 1 – Road safety Improvement Fund 2023/24 Projects**
Appendix 2 – Equality Impact Assessment

APPENDIX 1**ROAD SAFETY IMPROVEMENT FUND 2023/24 PROJECTS**

PROJECT	COST £	DESCRIPTION
A933 Arbroath to Brechin road at junction with Kirkton Road, Arbroath	£32,937.76	Replacement of existing carriageway surface with a surface that has a higher skid resistance.
A934 Forfar to Montrose road near Fullerton Farm	£46,958.15	Replacement of existing carriageway surface with a surface that has a higher skid resistance.
B9113 Forfar to Montrose Road near junction with U367 Myreside Road	£48,918.10	Replacement of existing carriageway surface with a surface that has a higher skid resistance.
B9127/B9128 junction	£51,943.98	Replacement of existing carriageway surface with a surface that has a higher skid resistance.
B9128 Forfar to Carnoustie road just north of Craichie	£67,848.14	Replacement of existing carriageway surface with a surface that has a higher skid resistance
Overall Total	£248,606.13*	

* The funding allocation for 2023/24 was £243,333. The £5,237 overspend was contained within the 2023/24 Roads and Transportation capital budget.



Equality Impact/Fairer Scotland Duty Assessment Form

(To be completed with reference to Guidance Notes)

Step 1

Name of Proposal (includes e. g. budget savings, committee reports, strategies, policies, procedures, service reviews, functions):

Step 2

Is this only a **screening** Equality Impact Assessment

Yes/No

(A) If Yes, please choose from the following options **all** reasons why a full EIA/FSD is not required:

(i) It does not impact on people

Yes/No

(ii) It is a percentage increase in fees which has no differential impact on protected characteristics

Yes/No

(iii) It is for information only

Yes/No

(iv) It is reflective e.g. of budget spend over a financial year

Yes/No

(v) It is technical

Yes/No

If you have answered yes to any of points above, please go to **Step 16**, and sign off the Assessment.

(B) If you have answered No to the above, please indicate the following:

Is this a full Equality Impact Assessment

Yes/No

Is this a Fairer Scotland Duty Assessment

Yes/No

If you have answered Yes to either or both of the above, continue with Step 3.

If your proposal is a **strategy** please ensure you complete Step 13 which is the Fairer Scotland Duty Assessment.

Step 3

(i)Lead Directorate/Service: **Infrastructure/Roads & Transportation**

(ii)Are there any **relevant** statutory requirements affecting this proposal? If so, please describe.

No

(iii)What is the aim of the proposal? Please give full details.

To reduce the number and severity of road traffic accidents on the roads in Angus in line with Transport Scotland's Road safety Framework to 2030. This will be achieved by delivering a programme of works for 2024-25 using awarded funds.

(iv)Is it a new proposal? **Yes/No** Please indicate **OR**

Is it a review of e.g. an existing budget saving, report, strategy, policy, service review, procedure or function? **Yes/No** Please indicate

Step 4: Which people does your proposal involve or have consequences for?

Please indicate all which apply:

Employees **Yes/No**

Job Applicants **Yes/No**

Service users **Yes/No**

Members of the public **Yes/No**

Step 5: List the evidence/data/research that has been used in this assessment (links to data sources, information etc which you may find useful are in the Guidance). This could include:

Internal data (e.g. customer satisfaction surveys; equality monitoring data; customer complaints).

SCRIM survey results from 2022 and road traffic accident data for 2019 to 2021.

Internal consultation (e.g. with staff, trade unions and any other services affected).

Not Applicable

External data (e.g. Census, equality reports, equality evidence finder, performance reports, research, available statistics)

Not Applicable

External consultation (e.g. partner organisations, national organisations, community groups, other councils).

Not Applicable

Other (general information as appropriate).

Step 6: Evidence Gaps.

Are there any gaps in the equality information you currently hold? ~~Yes~~/No

If yes, please state what they are, and what measures you will take to obtain the evidence you need.

Step 7: Are there potential differential impacts on protected characteristic groups? Please complete for each group, including details of the potential impact on those affected. Please remember to take into account any particular impact resulting from **Covid-19**.

Yes

Please state if there is a potentially positive, negative, neutral or unknown impact for each group. Please state the reason(s) why.

Age

Impact Positive impact on people of all ages, but particularly young and old having access to safer roads. Reduction in the number and severity of road traffic casualties.

Disability

Impact Positive impact on people with this protected characteristic having access to safer roads. Reduction in the number and severity of road traffic casualties.

Gender reassignment

Impact Neutral

Marriage and Civil Partnership

Impact Neutral

Pregnancy/Maternity

Impact Neutral or positive impact on people with this protected characteristic having access to safer roads. Reduction in the number and severity of road traffic casualties.

Race - (includes Gypsy Travellers)

Impact Neutral

Religion or Belief

Impact Neutral

Sex

Impact Neutral

Sexual orientation

Impact Neutral

Step 8: Consultation with any of the groups potentially affected

If you have consulted with any group potentially affected, please give details of how this was done and what the results were.

If you have not consulted with any group potentially affected, how have you ensured that you can make an informed decision about mitigating action of any negative impact (Step 9)?

Neutral or positive impact, hence no consultation undertaken

Step 9: What mitigating steps will be taken to remove or reduce potentially negative impacts?

Not applicable.

Step 10: If a potentially negative impact has been identified, please state below the justification.

Not applicable.

Step 11: In what way does this proposal contribute to any or all of the public sector equality duty to: eliminate unlawful discrimination; advance equality of opportunity; and foster good relations between people of different protected characteristics?

The proposal identifies the positive impact to advance equality in transport across a range of the protected characteristics by providing improved a safer road network and reducing the number and severity of casualties on our roads.

Step 12: Is there any action which could be taken to advance equalities in relation to this proposal?

The road network is open to all to use if they are able. Positive and active communication of the programme for Road Safety Improvement Fund projects will be undertaken.

Step 16: Sign off and Authorisation. Please state name, post, and date for each:

Prepared by: Andrea Strachan, Traffic Engineer 16/08/2024

Reviewed by: Craig Hudson, Manager -Traffic and Transportation, 19/08/24

Approved by: Graeme Dailly, Director of infrastructure and Environment, 19/08/24

NB. There are several worked examples of separate EIA and FSD Assessments in the Guidance which may be of use to you.
